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Flying Operations

T-43 AIRCREW TRAINING

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes minimum Air Force standards for training and qualifying personnel performing duties in the T-43 aircraft. It applies to T-43 units. It does not apply to Air National Guard or Air Force Reserve Command units. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references and supporting information used in this publication.

Major commands (MAJCOM) will forward proposed MAJCOM-level supplements to this volume through HQ AETC/DOFV to HQ USAF/XOOT for approval prior to publication (AFPD 11-2). Send copies of MAJCOM-level supplements to HQ USAF/XOOT, HQ AETC/DOFV, and user-MAJCOM OPRs after approval and publishing. Field units below MAJCOM level will forward one copy of each supplement to their parent MAJCOM OPR for post-publication review. See paragraph **1.6** of this instruction for guidance on submitting comments and suggesting improvements to this publication.

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Chapter 1

RESPONSIBILITIES AND GENERAL REQUIREMENTS

1.1. Lead MAJCOM Responsibilities. The lead MAJCOM director of operations (HQ AETC/DO) will:

- 1.1.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include the office of collateral responsibility (OCR) and applicable MAJCOM representatives.
- 1.1.2. Process all change requests.
- 1.1.3. Determine training requirements.
- 1.1.4. Annually review subordinate unit supplemental instructions and training programs.

1.2. Wing and Group Responsibilities. Wing and group personnel will:

- 1.2.1. Assist subordinate units in managing training programs, ensure programs meet unit needs, and provide necessary staff support.
- 1.2.2. Develop programs to ensure training objectives are met. Forward copies of unit training programs that expand on the minimum guidelines of this instruction to HQ AETC/DOF for review.
- 1.2.3. Annually review programs and supplements.
- 1.2.4. Identify training shortfalls through appropriate channels.

1.3. Squadron Commander Responsibilities. Squadron commanders will:

- 1.3.1. Ensure adequate continuity and supervision of individual training needs, experience levels, and proficiencies of assigned or attached navigators and pilots.
- 1.3.2. Ensure review of training and evaluation records of newly assigned aircrew members and those completing formal training to determine the training required to achieve qualification and to ensure provisions of this instruction have been met. Brief new instructors on their responsibilities prior to accomplishing student or continuation training.
- 1.3.3. Determine and certify missions or events in which aircrew members may participate (for example, Letter of Xs).
- 1.3.4. Report end-of-cycle training deficiencies through the operations group to the appropriate MAJCOM.
- 1.3.5. Identify the levels of supervision required to accomplish the required training, unless specifically directed.
- 1.3.6. Help the wing or group develop unit training programs.

1.4. Flight Commander Responsibilities. Flight commanders will:

- 1.4.1. Monitor individual assigned or attached aircrew member's currencies and requirements.
- 1.4.2. Ensure aircrew members only participate in sorties, events, and tasks they are adequately prepared, trained, and current in.

1.5. Aircrew Member Responsibilities. Individual aircrew members will: (**NOTE:** Except for unusual circumstances, an aircrew member undergoing qualification training will receive ground and flight instruction with a minimum of interruption.)

- 1.5.1. Hand-carry all available training records to help the gaining unit assess qualifications and training requirements.
- 1.5.2. Be responsible for completion of training requirements and currencies within the guidelines of this instruction.
- 1.5.3. Participate only in ground and flying activities they are qualified and current in.

1.6. Electronic Warfare Officer. For the purpose of this instruction, electronic warfare officers will comply with training, evaluation, upgrade, and currency requirements of navigators or INs, as appropriate.

1.7. Recommended Changes and Waivers. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, to the parent MAJCOM via standardization/evaluation (stan/eval) channels. Parent MAJCOMs will forward approved recommendations to HQ AETC/DOF. HQ USAF/XO is the approval authority for changes or revisions to this instruction; the MAJCOM DO is waiver authority. Waiver requests may be submitted in a message, electronic, or memorandum format.

1.8. Phases of Training:

- 1.8.1. Initial Qualification Training (IQT).** This training is necessary to qualify pilots and navigators for their primary mission in the T-43 aircraft. IQT will only be accomplished with a MAJCOM-approved syllabus.
- 1.8.2. Mission Qualification Training (MQT).** This training is necessary to qualify navigators for specific unit or local area requirements. Pilots receive MQT in conjunction with IQT.
- 1.8.3. Continuation Training (CT).** This is training in which pilots, already qualified, maintain their assigned level of proficiency and (or) increase flight qualifications.

1.9. Training Concepts and Procedures:

- 1.9.1. Unless specifically directed, the squadron commander determines the level of supervision required to accomplish in-flight training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, an instructor pilot (IP) or instructor navigator (IN) may be required. If mission objectives require directed supervision, a squadron supervisor may be warranted.
- 1.9.2. This instruction and AFI 36-2201, *Developing, Managing, and Conducting Training*, govern all required ground and ancillary training for T-43 crewmembers.
- 1.9.3. The training cycle is 12 months (1 January through 31 December). Units will complete training requirements during the appropriate training cycle except where specifically excepted.

1.10. Maintaining Training Records and Reports:

1.10.1. According to AFI 11-202, Volume 1, and AFMAN 37-139, units will maintain crewmember records for individual training and evaluations. In addition, they will maintain formal course or equivalent training records for assigned and attached crewmembers.

1.10.2. Units will prepare and forward training reports according to MAJCOM directives.

1.10.3. Units using the Air Force Operations Resource Management System (AFORMS) will maintain flying and ground training records according to AFMAN 37-139. Units will develop and use AFORMS and computer printouts.

1.10.4. Units will track the following information for crewmembers (as applicable):

1.10.4.1. Ground training.

1.10.4.2. Sortie requirements by 30, 60, or 90 days and cumulative totals.

1.10.4.3. Event requirements and accomplishments by cumulative total for the training cycle.

1.10.4.4. Currencies.

1.11. Crewmember Assignments:

1.11.1. Commanders will ensure wing crewmembers fill only authorized positions according to unit manning documents (UMD). They will also ensure crew status is properly designated. The overall objective is for crewmembers to perform operations-related duties.

1.11.2. Supervisors may assign crewmembers to valid, short-term tasks (escort officer, flying evaluation board member, mishap board member, etc.), but they must continually weigh the factors involved, such as level of tasking, flying proficiency, currency, and experience.

1.11.3. The following duties will not be assigned to squadron-level crewmembers: weapons or explosive safety manager, operations security (OPSEC) monitor, campaign manager (Combined Federal Campaign [CFC], etc.), building custodian, unit communications security (COMSEC) program monitor, disaster preparedness monitor, enlisted career advisor, functional area documentation manager, fund or campaign manager, unit ground safety program monitor, information officer, resource advisor, cost center manager, records management program monitor, wing or squadron quality officer, Freedom of Information Act monitor, Privacy Act officer, security manager, telephone control monitor, vehicle control monitor, voting advisor, enlisted advisory council representative, human resources counsel representative, squadron executive officer, unit historian, weight control program monitor, small computer program monitor, Air Force Innovative Development Through Employee Awareness (IDEA) Program Monitor, and base duties.

1.11.4. Operations group commanders may authorize assigned pilots and (or) navigators to perform the duties in paragraph [1.11.3](#).

1.11.5. The following duties may be assigned to aircrew position indicator (API)-1/2 crewmembers: weapons and tactics officer, programmer, flying safety officer, supervisor of flying (SOF), mobility or contingency plans, training (except AFORMS documentation), stan/eval liaison officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. API-1 and -2 will not be attached to or serve in wing staff positions unless total wing API-1, -2, and -6 manning is 100 percent or better. Commanders will ensure wing staff crewmembers

(API-6) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

1.12. Safety. Flying safety is a primary consideration and takes precedence over the requirements and guidance in this instruction.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview:

2.1.1. This chapter outlines the IQT program for the T-43A. On completion of the IQT program, aircrew will be qualified according to AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, and AFI 11-2T-43, Volume 2, *T-43A Aircrew Evaluation Criteria*.

2.1.2. Complete training within the time specified by the syllabus. Failure to complete within the specified time limit requires notifying the gaining wing commander of the aircrew's name, grade, reason for delay, planned actions, and estimated completion date.

2.2. Pilot IQT and Qualification Upgrade Training. Pilots will receive IQT and upgrade training as outlined in Course F-V5A-H (or equivalent), *T-43 Pilot Training*.

2.3. Pilot MQT. T-43 pilots remaining at Randolph AFB after IQT are not required to accomplish MQT because they have learned local area procedures during IQT.

2.4. Navigator IQT. Aircrew members will receive IQT as outlined in Course N-V9-IT (or equivalent), *Navigator/NFO/EWO Instructor Training (T-43)*.

2.5. IN MQT:

2.5.1. Prior to the initial or requalification instructor evaluation, IN candidates will complete a minimum of one student sortie in each appropriate phase of training.

2.5.2. Candidates will not instruct students in the commander's awareness program (CAP) for flying deficiencies.

2.5.3. Following MQT completion, IN candidates must be recommended for and complete an instructor evaluation before performing instructor duties.

2.6. Flight Surgeon IQT. Prior to performing aircrew duties, flight surgeons will accomplish life support and egress training according to AFI 11-202, Volume 1, and MAJCOM guidance. Flight surgeons will not occupy either of the primary aircrew seats.

2.7. Pilot Upgrade Training and Documentation. See paragraphs 2.8. through 2.11. for minimum requirements for pilot upgrade and certification. **NOTE:** Record all training on AF Form 4061, **Record of Training**, or AF Form 803, **Report of Task Evaluation**, as required. File the form in the qualification and training record.

2.8. First-Pilot (FP) Certification. Previously qualified copilots must have a minimum of 500 hours total flying time. Do not count "other" time. Copilots will complete the following ground and flying training requirements:

2.8.1. Conduct at least one cockpit procedure training session of approximately 2 hours in length, emphasizing accomplishment of the left-seat checklist.

2.8.2. Fly a minimum of two upgrade sorties (approximately 4 hours total primary time), emphasizing left-seat aircraft control and crew coordination procedures. Fly a student training mission, emphasizing left-seat line duties and crew coordination.

2.8.3. Fly one upgrade sortie as a combined day/night sortie, emphasizing left-seat night landings.

2.8.4. To gain first-pilot certification, fly the last upgrade sortie mission with an experienced IP supervisor.

2.8.5. Document all training in the grade folder.

2.9. Aircraft Commander (AC) Prerequisites. Minimum flying time requirements for AC qualification are 850 hours total flying time and 100 T-43 hours. Do not count "other" time. Pilots arriving with a previous AC qualification in a multiengine major weapon system may receive initial qualification as an AC followed by a minimum of 6 months flying with ACs or IPs. A subsequent checkride would fully qualify the new AC.

2.9.1. Each AC candidate will complete a CT sortie with an experienced IP supervisor to obtain the recommendation necessary to begin AC qualification training according to Course F-V5A-H.

2.9.2. The CT sortie and recommendation will be documented in the student's upgrade training folder and retained for at least 3 months after completion of the training phase.

2.10. IP Prerequisites. The squadron commander will select IP candidates from the most highly qualified ACs.

2.11. Pilot Qualification and Training Record. The training flight commander will ensure each pilot has a qualification and training folder. Qualification and training documentation is maintained in a six-part folder as follows:

2.11.1. Section I. Leave blank or include memorandum for record (MFR).

2.11.2. Section II. First pilot upgrade (AF Form 4061 and any locally developed forms).

2.11.3. Section III. Leave blank.

2.11.4. Section IV. AC upgrade (AF Form 4061 and any locally developed form).

2.11.5. Section V. IP upgrade (AF Form 4061 and any locally developed form).

2.11.6. Section VI. Other.

2.12. Navigator Upgrade Training and Documentation. See paragraphs 2.13. through 2.16. for the minimum requirements for navigator upgrade and certification. Record all training on AF Form 4061 and file the form in the grade folder.

2.13. Training Mission Commander (TMC) Certification:

2.13.1. Highly experienced instructors to be upgraded to TMC are selected by the squadron commander or operations officer. The TMC is responsible for the overall conduct of the flying training mission and is selected for upgrade training based on superior performance as an instructor and a thorough knowledge of the flying training mission.

2.13.2. Instructors selected for upgrade will fly at least two missions as TMC under the supervision of a TMC-certified instructor. With the approval of the squadron operations officer, the TMC-certified instructor may instruct one student while supervising the TMC upgrade. Document the training on AF Form 4061.

2.13.3. Following TMC training, the candidate will complete a TMC certification mission administered by a highly qualified TMC. Document the certification on AF Form 4061.

2.14. T45 Simulator Complex Instructor (SCI) Upgrade Training:

2.14.1. The squadron commander or operations officer will select INs for SCI upgrade based on their experience level, systems knowledge, and demonstrated instructor proficiency.

2.14.2. The SCI is responsible for the overall conduct of the simulator training mission. An SCI is required for all missions except when non-SCI qualified squadron commanders or operations officers perform progress or elimination checkrides with a console operator present.

2.14.3. The squadron training flight is the OPR for SCI training. SCI upgrade training will include:

2.14.3.1. Two hours of academic instruction to include a review of the instructor or operator console controls and displays and a study of mission management techniques.

2.14.3.2. One hour of hands-on training.

2.14.3.3. Three full-task student practice missions for SCI candidates under the supervision of a qualified SCI. If more practice is warranted, the grade sheet will reflect the need for additional supervised training. Otherwise, upgrading SCI candidates will receive their certification on their third full-task student practice mission. Proficiency advancement is authorized by the squadron commander or operations officer.

2.15. Checks Instructor (CKS) Certification. Based on their experience level, INs will be nominated to conduct student-only checkrides as per syllabus requirements. CKS upgrade training will consist of the following:

2.15.1. The CKS candidate will observe one student checkride being administered by a CKS-certified IN, to include all briefs and critiques.

2.15.2. The CKS candidate will administer one student checkride under the supervision of a flight evaluator or designated, checks-certified IN.

2.16. IN Qualification and Training Record. The training flight commander will ensure each IN has a grade folder. Maintain qualification and training documentation in a six-part folder as follows:

2.16.1. Section I. Instructor monitoring (locally developed forms).

2.16.2. Section II. FOT documentation.

2.16.3. Sections III and IV. Instructor upgrades to include TMC, SCI, functional check flights (FCF), checks, etc.

2.16.4. Section V. MQT (AF Form 4061 and any locally developed form).

Chapter 3

CONTINUATION TRAINING (CT) AND REQUIREMENTS

3.1. CT Meeting. Commanders will direct and supervise quarterly CT meetings for INs and all pilots. The purpose of these meetings is to increase general knowledge and discuss instructional techniques and grading practice standardization. A cockpit/crew resource management (CRM) topic or scenario should be discussed in each CT meeting and refer to the CRM core concepts from AFI 11-290, *Cockpit/Crew Resource Management Program*.

3.2. Simulator Training. All pilots will complete 12 hours of flight simulator training annually (every 365 days) according to the refresher simulator training syllabus.

3.3. Emergency Ground Egress and Life Support Training. This training will be administered to all aircrew members according to AFI 11-403, *Air Force Aerospace Physiological Training Program*, or other MAJCOM guidance.

3.4. Ground Training. Ground training accomplished during IQT may be credited toward CT requirements for the training cycle in which the training was accomplished. [Table 3.1.](#) outlines ancillary and ground training requirements. The following programs comprise ground training:

3.4.1. Physiological training according to AFI 11-403 as supplemented.

3.4.2. Instrument refresher course (IRC) according to AFI 11-202, Volume 2, and AFMAN 11-210, *Instrument Refresher Course (IRC) Program*.

3.4.3. Survival and life support training according to AFI 11-301, *Life Support Program*; AFI 36-2209, *Survival and Code of Conduct Training*; applicable supplements; and applicable life support publications. T-43 crewmembers must accomplish T-43 egress, wet drill, personal survival equipment, and local and deployment survival training (as necessary). Portions of this training may be in conjunction with primary mission design series (MDS) training.

3.4.4. Ancillary training. This training is required for all Air Force personnel. The three ancillary training categories are functional training (category I), general training (category II), and awareness programs training (category III). Frequency requirements are shown in [Table 3.1.](#) Failure to accomplish this training does not affect qualification status (except as noted in [Table 3.1.](#)) and does not require professional quality index action. **NOTE:** Categories I and II must be documented; category III does not have to be documented.

3.4.5. CRM training. Units will ensure assigned pilots and navigators are scheduled to attend CRM training annually. Using core concepts from AFI 11-290, training will build on the basic cockpit or crew management skills taught in specialized undergraduate pilot training and the formal training unit. This requirement should be tracked in AFORMS. Failure to attend CRM training results in grounding (waiverable by operations group commander). Dual-qualified crewmembers will accomplish CRM training in their primary aircraft. Briefings and debriefings will include the core curriculum of CRM training, AFI 11-290, and applicable MAJCOM guidance.

3.4.6. Situational emergency procedures training (SEPT). This training is not an evaluation. It is a review of abnormal and emergency procedures as well as aircraft systems operations and limitations

during realistic scenarios. SEPT training may be conducted during pilot CT flights, CT meetings, or in the simulator. Recall (boxed) items and squadron special interest items should be emphasized. Incorporate the following elements into the squadron SEPT program:

3.4.6.1. SEPT scenarios, using T-43 mishaps or incidents as baseline cases.

3.4.6.2. At least two emergency procedures for each phase of flight during the SEPT session.

3.4.6.3. Two SEPTs each training period with an IP or squadron supervisor. Include divert discussions. **NOTE:** Annual simulator training will count as one SEPT session.

3.5. Minimum Flying Requirements. Pilots, navigators, and flight surgeons will maintain currency and perform required evaluations according to AFI 11-202, Volumes 1 and 2. Minimum flying requirements and events necessary to maintain proficiency in basic flying skills are listed in [Table 3.2](#).

Table 3.1. Pilot Ancillary and Ground Training (by Category).

I T E M	A	B	C	D
	Subject	Frequency	Reference	Grounding
CATEGORY I--FUNCTIONAL TRAINING				
1	Physiological training (alt chamber)	Every 5 years	AFI 11-403	yes
2	Instrument refresher course (IRC)	Periodically	AFI 11-202, Volume 2, and AFMAN 11-210	
3	Life support equipment training	Annually	AFI 11-301 and MAJCOM directives	
4	Life support egress training			
5	Life support local area survival, LS01 (block training)			
6	Situational emergency procedures training (SEPT)	Semiannually	AFI 11-2T-43, Volume 1	
7	Recall (boxed) items exam	Monthly		
8	CRM	Annually	AFI 11-2T-43, Volume 1, and AFI 11-290	
CATEGORY II—GENERAL TRAINING				
9	Self-aid and buddy care training	Initially and refresher every 2 years	AFI 36-2238	no
10	Life support water survival training (wet drills), LS03	Every 3 years	AFI 11-301 and MAJCOM directives	
11	Flying safety training	Quarterly	AFI 91-202	

I T E M	A	B	C	D
	Subject	Frequency	Reference	Grounding
12	Social actions	Initially and refresher every 4 years	AFPD 36-27	
13	Supervisor safety training	Initially only	AFI 91-301	
CATEGORY III--AWARENESS PROGRAM TRAINING (note)				
14	Joint ethics	As required	AFI 71-101, Volume 1	no
15	Law of armed conflict		AFPD 51-4	

NOTE:

These programs are conducted informally through newspaper articles, pamphlets, bulletins, and commanders calls.

Table 3.2. Minimum Quarterly and Annual Event Requirements.

I T E M	A	B	C	D	E	F	G	H
	Event	AFORMS Code	Number Required Quarterly (and Annually)					
			Pilot			Navigator		Flight Surgeon
			CP/FP	AC	IP/FE	BMC	MR	
1	Initial takeoff	IT43	3 (12)	3 (12)	3 (12)			
2	Landing	IL43	8 (32)	6 (24)	6 (24)			
3	Night landing (note 1)	NL43	0 (2)	0 (2)	0 (2)			
4	Precision approach	PA43	8 (32)	6 (24)	6 (24)			
5	Nonprecision approach	PA42	4 (16)	3 (12)	3 (12)			
6	NDB approach (note 2)	PA44	1 (4)	1 (4)	1 (4)			
7	Single-engine approach or landing	PA45	2 (8)	2 (8)	2 (8)			
8	Single engine approach or missed approach	PA46	2 (8)	2 (8)	2 (8)			
9	Airwork (note 3)	AB43	0 (2)	0 (2)	0 (2)			
10	Missed approach	MA43	2 (8)	2 (8)	2 (8)			
11	Circling approach	MB43	1 (4)	1 (4)	1 (4)			
12	Proficiency (CT) sortie (note 4)	PS43	3 (12)	2 (8)	1 (4)	2 (8)		
13	Proficiency simulator (note 4)		0 (3)	0 (3)	0 (3)			
14	Instructional sortie (note 4)						2 (10)	

I T E M	A	B	C	D	E	F	G	H
	Event	AFORMS Code	Number Required Quarterly (and Annually)					
			Pilot			Navigator		Flight Surgeon
			CP/FP	AC	IP/FE	BMC	MR	
15	Instructional simulator (note 4)						2 (8)	
16	Sorties							0 (12)
17	Night sorties							0 (2)

NOTES:

1. Each pilot must accomplish a night landing semiannually.
2. NDB approaches may be dual logged as nonprecision approaches.
3. Airwork includes approach to stalls (in at least two of the standard three configurations--clean, turning, and landing), unusual attitudes, and steep turns. Accomplish airwork at least semiannually.
4. All pilot proficiency sorties must be flown under IP supervision. IPs and pilot flight examiners (FE) will fly their required sorties with another IP. Flight evaluations, upgrade continuation training sorties, instructor qualification training sorties, and refresher simulator training sorties may count as proficiency sorties. Additionally, the following minimum requirements apply for completion of navigator sorties:
 - 4.1. Sorties must have a flight duration of 1.5 hours or more.
 - 4.2. On navigator proficiency sorties, a flight plan will be computed to include (as a minimum) magnetic headings and leg times for each leg of the mission route.
 - 4.3. INs not directly involved with the instruction, evaluation, and grading of students or upgrading of INs (or INs not acting as TMCs) will not log instructor sorties.

Chapter 4

CURRENCY AND REQUALIFICATION CRITERIA

4.1. Ground Training:

4.1.1. Overview. Ground training accomplished during IQT may be credited toward CT requirements for the training cycle in which it was accomplished.

4.1.2. Cockpit/CRM Training. Units will ensure aircrew are scheduled to attend CRM training. Training will build upon the basic cockpit/CRM skills taught in specialized undergraduate pilot training (SUPT) and joint specialized undergraduate navigator training (JSUNT) and the formal training unit. This is a yearly requirement and will be tracked in AFORMS. Failure to attend CRM training results in grounding (may be waived by the operations group commander). Dual-qualified pilots will accomplish CRM training in their primary aircraft. Briefings and debriefings will include the core curriculum of CRM training in accordance with AFI 11-290 and appropriate MAJCOM guidance.

4.2. Pilots:

4.2.1. A pilot will accomplish a takeoff, instrument approach, and landing once every 45 days to maintain currency in the aircraft. Currency may be regained by accomplishing at least one satisfactory takeoff, instrument approach, and landing with an IP.

4.2.2. A pilot who has not accomplished a takeoff, instrument approach, and landing:

4.2.2.1. In 91 to 180 days must accomplish one cockpit procedures trainer with an IP to include normal and emergency procedures. In addition, the pilot must complete a minimum of one familiarization flight with an IP. As a minimum, the familiarization flight should include area work, instrument approaches, visual patterns, and a cross section of emergency procedures and patterns.

4.2.2.2. In more than 180 days must complete requalification training in accordance with AFI 11-202, Volume 1.

4.2.3. An IP who has not performed IP or FE duties:

4.2.3.1. In 91 to 180 days will complete a minimum of one familiarization flight with an IP before resuming IP or FE duties. As a minimum, the noncurrent IP must demonstrate the ability to perform and instruct area work, instrument approaches, visual patterns, and a cross section of emergency procedures and patterns.

4.2.3.2. In 181 days up to 2 years will complete a flight evaluation and the requirements listed in paragraph **4.2.3.1**. The evaluation will consist of all items required for the IP instrument/qualification evaluation in accordance with AFI 11-2T-43, Volume 2. The IP will demonstrate the ability to instruct a representative cross section of the items evaluated.

4.2.3.3. For more than 2 years will complete instructor pilot upgrade training as specified in the applicable training syllabus.

4.3. Navigators:

4.3.1. Basic mission capable (BMC) navigators who have not performed in-flight proficiency duties and INs or FEs who have not performed in-flight IN or FE duties for more than 60 days are noncur-

rent. To regain currency, they must perform these respective duties under the direct supervision of a current IN or FE.

4.3.2. BMC navigators who have not performed in-flight proficiency duties and MR navigators who have not performed in-flight IN or EN duties for 90 or 180 days are noncurrent. These navigators must complete a squadron commander-approved recurrency training program under the direct supervision of an IN or EN before flying again unsupervised. At the squadron commander's discretion, INs may continue to perform simulator and academic duties as long as they do not exceed 180 days currency for in-flight instructor duties and 90 days currency for simulator IN duties.

4.3.3. BMC navigators who have not performed in-flight proficiency duties and INs or FEs who have not performed in-flight IN or FE duties for more than 180 days are unqualified. To regain qualification, they must successfully complete ground and flight retraining (according to qualification requirements), open and closed book examinations, and a qualification flight evaluation with an FE.

4.4. Currency of Flight Surgeons. Flight surgeons must fly a sortie each 60 days to maintain currency, and they must fly at least half of their annual requirements in their assigned wing aircraft each semiannual period. Other requirements are listed in AFI 11-202, Volume 1.

Chapter 5

PROFICIENCY REQUIREMENTS

5.1. Planning:

5.1.1. Properly planned and flown CT sorties will ensure pilots have the basic proficiency required to perform their specific in-flight duties. CT sorties will be allocated by the squadron DO. The CT sortie requirements directed in [Table 3.2.](#) will be allocated and flown on a quarterly or annual calendar-year basis.

5.1.2. In addition to CT sortie and currency requirements, each pilot will accomplish the proficiency events listed in [Table 3.2.](#) on a quarterly (or in some cases, semiannual) basis. These events should be accomplished and logged under IP supervision during CT sorties whenever practical. However, these events may be logged when flown on any sortie with another qualified pilot (CP, FP, or AC). These requirements are the minimum considered necessary to maintain basic proficiency.

5.2. Annual Requirements. These requirements are effective on the first day of the month following the qualification evaluation (pilots) or on the first day of the month following the signing of the instructor qualification letter by the squadron commander. CT requirements will be met annually (1 January through 31 December).

5.3. Failure To Accomplish Annual Requirements. If an aircrew member fails to accomplish the appropriate requirements, he or she is noncurrent and will not fly unsupervised until the operations group commander reviews his or her status. The operations group commander will determine whether additional training is necessary or whether the individual should be removed from flying status. The numbered Air Force (NAF) DO is the reviewing authority for NAF FEs.

5.4. Prorating Flying Requirements. Reduce annual requirements by one month's requirement for each 30-day period of nonavailability. Proration is based on total days of nonavailability for flying duty. (Nonavailability is defined as the absence from flying or simulator duty due to leave, temporary duty, or duty not including flying at any time during the annual period.) Prorate requirements in approximately equal monthly increments and round off to the nearest whole number. See [Table 5.1.](#) for a proration allowance.

5.5. Quarterly Requirements. These requirements are effective on the first day of the month following the pilot's qualification evaluation or navigators certification. If any crewmember fails to accomplish quarterly sortie or event requirements, the squadron commander will review the crewmember's status and determine if additional training is required. Record additional training sorties in the crewmember's training folder. The NAF DO is the reviewing authority for NAF FEs.

5.6. Proficiency Responsibilities:

5.6.1. The NAF DO will review the status of NAF FEs who fail to meet quarterly or semiannual sortie and event requirements and take appropriate action.

5.6.2. On a quarterly basis, the operations group commander will review the accomplishment of quarterly or semiannual sortie and event requirements.

Table 5.1. Proration Allowance.

I T E M	A	B
	Consecutive Days of Nonflying	Months of Proration
1	0 - 15	0
2	16 - 45	1
3	46 - 75	2
4	76 - 105	3
5	106 - 135	4
6	136 - 165	5
7	166 - 180	6

5.6.3. The squadron commander will identify any crewmember who fails to maintain quarterly sortie and event requirements and review the crewmember's status to determine if additional training is required.

5.6.4. Squadron DOs or ADOs will:

5.6.4.1. Forward the squadron commander a monthly recap of each crewmember's remaining quarterly sortie and event requirements.

5.6.4.2. Develop a quarterly flying plan to ensure successful accomplishment of sortie and event requirements.

5.6.4.3. Accomplish a monthly review of each crewmember's remaining quarterly and semianual sortie and event requirements.

5.6.5. Flight commanders will:

5.6.5.1. Supervise overall scheduling and training of navigators and pilots assigned and attached to the flight.

5.6.5.2. Ensure pilots are scheduled for appropriate CT profiles to maintain quarterly and semianual requirements.

5.7. Flying and Ground Training Products. The squadron operations systems management office will ensure a system is in place to provide squadron and wing supervisors accurate flying and ground training products that display currencies and annual or quarterly requirements. Current products will be posted in the squadron at least weekly. The AFORMS database should be validated to ensure accuracy of products.

5.8. Circling Approaches. Circling approaches may be logged at the termination of an instrument approach or by using the low-closed procedure at the home field or other military installations where procedures are established.

5.9. Night-Landing Credit. To obtain night-landing credit, land during the period of darkness. Darkness is defined as the period from 30 minutes after sunset to 30 minutes before sunrise.

5.10. Touch-and-Go Landings. These landings do not count as takeoff requirements.

5.11. B737-200 Simulator. Sorties and events (except landings) flown in the B737-200 simulator are creditable toward pilot training requirements.

Chapter 6

AIRCREW QUALIFICATION DOCUMENTATION

6.1. Experience Identifiers. Designate pilots who have completed AC qualification as "experienced" (with the squadron commander's concurrence). Designate first pilots and copilots as "inexperienced."

6.2. Letter of Xs. This is a method used by supervisors to track, manage, and forecast aircrew mission qualifications for the unit. See [Table 6.1.](#) for a sample Letter of Xs for pilots and navigators.

6.3. Training Folders. Document training in a grade folder for each aircrew member and retain the records for at least 6 months.

Table 6.1. Sample T-43 Letter of Xs for Pilots and Navigators.

I T E M	A	B	C	D	E	F	G	H
	Position	FP	AC	IP	IN	FCF Pilot/ Navigator	FE	Squadron Supervisor
1	Squadron Commander				X		X	X
2	Director of Operations				X		X	X
3	Assistant Director of Operations			X	X		X	X
4	A-Flight Commander				X			
5	Navigator				X	X		
6	Navigator				X			
7	Attached Navigator				X			
8	B-Flight Commander			X				
9	Pilot		X					
10	Pilot	X						
11	Attached Pilot	X						
12	C-Flight Commander			X		X		
13	Pilot		X					
14	Pilot	X						
15	Attached Pilot			X				
16	Wing Vice Commander				X		X	

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Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 36-27, *Social Actions*

AFPD 51-4, *Compliance With the Law of Armed Conflict*

AFI 11-202, Volume 1, *Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFI 11-202, Volume 3, *General Flight Rules*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFI 11-290, *Cockpit/Crew Resource Management Program*

AFI 11-2T-43, Volume 2, *T-43 Aircrew Evaluation Criteria*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-201, *Air Force Airspace Management*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFMAN 37-139, *Records Disposition Schedule*

AFI 71-101, Volume 1, *Criminal Investigations*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention, and Health (AFOSH) Program*

Abbreviations and Acronyms

AC—aircraft commander

ADO—assistant director of operations

AFORMS—Air Force Operations Resource Management System

API—aircrew position indicator

CAP—commander's awareness program

CFC—Combined Federal Campaign

CKS—checks instructor

COMSEC—communications security
CRM—cockpit/crew resource management
CT—continuation training
DO—director of operations
EN—evaluator navigator
FCF—functional check flight
FE—flight examiner
FOT—follow-on training
FSO—flying safety officer
FTS—flying training squadron
IP—instructor pilot
IQT—initial qualification training
JSUNT—joint specialized undergraduate navigator training
MDS—mission design series
MFR—memorandum for record
MQT—mission qualification training
NDB—nondirectional beacon
OCR—office of collateral responsibility
OPSEC—operations security
SCI—simulator complex instructor
SELO—stan/eval liaison officer
SEPT—situational emergency procedures training
SOF—supervisor of flying
stan/eval—standardization/evaluation
SUPT—specialized undergraduate pilot training
UMD—unit manning document

Terms

Aircraft commander (AC)—A rated pilot aircrew member qualified and designated to perform duties as a pilot in command on a training or passenger-carrying mission. A qualified AC will be designated as the pilot in command on all flights except AC upgrade evaluation flights. On those flights, the AC candidate is the pilot in command any time the FE is not occupying a seat with access to the flight controls. The AC is responsible for all aspects of the mission except student training.

Basic mission capable (BMC)—The training level used to determine CT requirements for navigators

who have successfully completed the aircrew IQT. These navigators are not instructors.

Copilot (CP)—A pilot aircrew member qualified and designated to perform copilot duties in the right seat only.

First pilot (FP)—A pilot aircrew member qualified and designated to perform pilot duties. Members may perform in-flight duties in either the left or right seat.

Instructor navigator (IN)—A navigator qualified as a ratio instructor, who is responsible for direct training of assigned student navigators and is supervised by the TMC.

Mission ready (MR)—The training level used to determine the CT requirements for navigators who have successfully completed MQT. These navigators are designated as instructors.

Pilot flight simulator—A B737-200 advanced simulator used for flight training.

Training mission commander (TMC)—An IN who is the primary instructor and responsible for all matters concerning student training.

Training period—The annual period (1 January through 31 December) in which training requirements are accomplished.